FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2001-09

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Federal Aviation Administration
Regulatory Support Division
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FOR YOUR INFORMATION:

Type Certificate Data Sheets (TCDS) issued by the FAA may be accessed at the web site: www.airweb.faa.gov/rgl

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2001-01

2000-03-19	Removal	Industrie Aeronautiche	Piaggio P-180
2000-26-12		Eurocopter Deutschland	Rotorcraft: EC135P1 and EC135 T1
2000-26-16		Raytheon Aircraft	A36, B36TC, and 58
2000-26-17		Pilatus Aircraft	PC-12 and PC-12/45
2000-26-18		Stemme	Sailplane: S10 and S10-V
2000-26-19		SOCATA	TBM 700
2001-01-51	E	Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-01-52	E	Bell Helicopter	Rotorcraft: 407

Biweekly 2001-02

2000-25-52	S 00-24-51	MD Helicopters	Rotorcraft: 369A, H, HE, HM, HS, D, E, FF, and 500N
2000-26-06	S 00-01-11	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2001-01-02		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-03		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-04		Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-11		Rolladen Schneider Flugzeugbau	Sailplane: LS 4 and LS 4a

Biweekly 2001-03

2000-23-52	S 00-23-51	Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-52		Bell Helicopter Textron Canada	Rotorcraft: 407
2001-02-03		Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, 206L, 206L1, and 206L3
2001-02-04		Pilatus Aircraft	PC-6
2001-02-10		Raytheon Aircraft	Beech 60, A60, and B60
2001-02-13		Cessna Aircraft	525 (CitationJet 1)
2001-03-51	E	Sikorsky Aircraft	Rotorcraft: S-76B and S-76C

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2000-25-54		Agusta	Rotorcraft: A109E
2001-01-51		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-02-11		Bell Helicopter Textron	Rotorcraft: 204B
2001-03-03		Bell Helicopter Textron	Rotorcraft: 214B and 214B-1
2001-03-11		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201
2001-04-04		Dornier Luftfahrt	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212

Biweekly 2001-05

2001-03-51		Sikorsky Aircraft	Rotorcraft: S-76B and S-76C
2001-04-05		Raytheon Aircraft	Beech Model 1900D
2001-04-07		SOCATA	TBM 700
2001-04-12		Eurocopter France	Rotorcraft: EC120B
2001-04-14	S: 85-14-06 & 85-14-06 R1	Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N

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2000-25-08	S 00-10-10	Eurocopter France	Rotorcraft: AS-350B, BA, B1, B2, and D, and AS-355E, F, F1, F2, and N
2001-04-13	S 98-10-09	Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SE.3160, and SA.319B
2001-05-01		DG Flugzeugbau	Sailplane: DG-500MB
2001-05-02	S 98-08-22	Pilatus Aircraft	PC-7
2001-05-03		SOCATA	TBM 700
2001-05-04		Piaggio Aero Industries	P-180
2001-05-08		Valentin	Sailplane: 17E
2001-05-09		Bell Helicopter Textron Canada	Rotorcraft: 430

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Biweekly 2001-07

2001-06-01	S 70-26-06	The New Piper Aircraft	PA-31 and PA-31-300, PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31-325, PA-31-350, and PA-31P-350
2001-06-05		SOCATA	TBM 700
2001-06-06		Cessna Aircraft	172RG
2001-06-17		Cessna Aircraft	172R and 172S
2001-07-01		DG Flugzeugbau	Sailplane: DG-800B
2001-07-03		Hartzell Propeller Inc.	Propeller: Y-shank series

Biweekly 2001-08

2001-07-09	S 99-26-20	MD Helicopters	Rotorcraft: MD-900
2001-07-11		Learjet	23, 24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A, (C-21A military), 36, 36A, 55, 55B, and 55C
2001-08-01		JanAero Devices	Appliance: 14D11 or 23D04 Fuel Regulator and Shutoff Valves installed with B-Series Combustion Heaters
2001-08-04	S 00-25-03	Bell Helicopter Textron	Rotorcraft: 205A-1, 205B, 212, 412, 412CF, and 412EP
2001-08-08		Raytheon Aircraft	Beech 35-C33A, E33A, E33C, F33A, F33C, S35, V35, V35A, V35B, 36, and A36

Biweekly 2001-09

2001-08-10		Aerostar Aircraft	PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P
2001-08-14		Turbomeca S.A.	Engine: Arrius 2B, 2B1, and 2F
2001-09-06		Cessna Aircraft	206H and T206H

BW 2001-09

AEROSTAR AIRCRAFT CORPORATION
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-08-10 AEROSTAR AIRCRAFT CORPORATION: Amendment 39-12187; Docket No. 2000-CE-31-AD.

(a) What airplanes are affected by this AD? This AD affects the following airplane models, serial numbers 1 through 1026 that are certificated in any category: Models PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), and PA-60-700P (Aerostar 700P).

(b) Who must comply with this AD? Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to correct damage or cracks in the main landing gear lower side brace at the upper bolt lug where the upper and lower side braces connect. This could result in cracking and failure of the main landing gear lower side brace. Such failure could lead to loss of control of the airplane.

(d) What actions must I accomplish to address this problem? To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Replace both main landing gear lower side brace assemblies with Aerostar part number 400084-001 lower side brace assemblies.	Within the next 50 hours time-in-service after June 12, 2001, unless already performed.	Do these replacements following the INSTRUCTIONS PART II: Replacement paragraph of Aerostar Service Bulletin SB600-134A, dated March 31, 2000, and the Aerostar Maintenance Manual.
(2) Do not install, on any affected airplane, main landing gear lower side brace assemblies that are not Aerostar part number 400084-001 or FAA-approved equivalent part number.	As of June 12, 2001.	Not applicable.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Seattle Aircraft Certification Office (ACO), approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO, 1601 Lind Avenue, SW, Renton, Washington 98055.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance following paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Richard Simonson, Aerospace Engineer, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW, Renton, Washington 98055; telephone: (425) 227-2597; facsimile: (425) 227-1181.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done following Aerostar Aircraft Corporation Service Bulletin SB600-134A, dated March 31, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Aerostar Aircraft Corporation, 10555 Airport Drive, Coeur d'Alene Airport, Hayden Lake, Idaho 83835-8742. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) When does this amendment become effective? This amendment becomes effective on June 12, 2001.

FOR FURTHER INFORMATION CONTACT: Richard Simonson, Aerospace Engineer, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW, Renton, Washington 98055; telephone: (425) 227-2597; facsimile: (425) 227-1181.

Issued in Kansas City, Missouri, on April 13, 2001.
David R. Showers, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

BW 2001-09

TURBOMECA S.A.
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-08-14 Turbomeca S.A. Arrius Models 2B, 2B1, and 2F Turboshaft Engines: Amendment 39-12191. Docket No. 2000-NE-12-AD.

Applicability

This airworthiness directive (AD) is applicable to Turbomeca S.A. Arrius Models 2B, 2B1, and 2F turboshaft engines. These engines are installed on, but not limited to Eurocopter France Model EC120B and Eurocopter Deutschland EC135 T1 rotorcraft.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To prevent engine flameout and the inability to maintain the 2.5 minutes one engine inoperative (OEI) rating due to blockage of the fuel injection manifolds, do the following:

Initial Replacement

(a) If not already done in accordance with Turbomeca Alert Service Bulletin (ASB) No. A319 73 2012, Revision 2, dated May 25,1999, or ASB No. A319 73 4001, Revision 3, dated May 25, 1999, replace injector manifolds and borescope-inspect the flame tube and the high pressure turbine area within 30 days after the effective date of this AD, or prior to exceeding 200 hours time-in-service (TIS), whichever is later. Do these in accordance with Instructions 2.A. through 2.C. of Turbomeca ASB No. A319 73 2012, Revision 3, dated July 21, 2000 for Arrius 2B and 2B1 turboshaft engines, and ASB No. A319 73 4001, Revision 4, dated October 20, 2000, for Arrius 2F turboshaft engines, except that replacement may be done at any appropriately rated repair shop.

Repetitive Replacements

(b) Thereafter, replace injector manifolds within 200 hours TIS since last replacement, or prior to further flight after performing the applicable flight manual or overhaul manual power check if the power check shows a negative turbine outlet temperature (TOT) margin or negative T4 margin.

Definition

(c) For the purposes of this AD, time-in-service (TIS) is defined as the number of engine operating hours on the manifolds since the manifolds were new or since the manifolds were refurbished.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Special Flight Permits

(e) Special flight permits may be issued in accordance §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Documents That Have Been Incorporated By Reference

(f) The inspections and replacements shall be done in accordance with the following Turbomeca S.A. alert service bulletins (ASB's):

Document No.	Pages	Revision	Date
ASB No. A319 73 2012 Total pages: 5	5	2	May 25, 1999
ASB No. A319 73 2012 Total pages: 5	5	2	July 21, 2000
ASB No. A319 73 4001 Total pages: 5	5	3	May 25, 1999
ASB No. A319 73 4001 Total pages: 5	5	4	October 20, 2000

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Turbomeca S.A., 40220 Tarnos, France; telephone: (33) 05 59 64 40 00; fax: (33) 05 59 64 60 80. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 3: The subject of this AD is addressed by the Direction Generale de L'Aviation Civile (DGAC), which is the airworthiness authority for France, in airworthiness directives AD 1999-217(A) and AD 1999-233(A).

Effective date

(g) This amendment becomes effective on May 31, 2001.

FOR FURTHER INFORMATION CONTACT: James Rosa, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7152; fax: (781) 238-7199.

Issued in Burlington, Massachusetts, on April 16, 2001.
Francis A. Favara, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

BW 2001-09

CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-09-06 CESSNA AIRCRAFT COMPANY: Amendment 39-12211; Docket No. 2000-CE-75-AD.

(a) What airplanes are affected by this AD? This AD applies to the following airplane models and serial numbers that are certificated in any category:

Model	Serial Numbers
206H	20608001 through 20608053, 20608055 through 20608086, 20608088 and 20608089
T206H	T20608001 through T20608093, T20608095 through T20608145, T20608147, T20608149, T20608150, T20608152, T20608156, T20608157, and T20608160

(b) Who must comply with this AD? Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to detect and replace structurally deficient horizontal stabilizer attachment brackets. Continued use of such brackets could result in structural failure of the horizontal stabilizer with reduced or loss of control of the airplane.

(d) What must I do to address this problem? To address this problem, you must accomplish the following actions:

Action	Compliance Time	Procedures
(1) Visually inspect the right and left horizontal stabilizer attachment reinforcement brackets, part number (P/N) 1232624-1, for the existence of seam welds along both the lower inboard and outboard wall/flange.	Within the next 20 hours time-in-service (TIS) after May 18, 2001 (the effective date of this AD), unless already accomplished.	In accordance with the Accomplishment Instructions in Cessna Service Bulletin SB00-55-03, dated August 28, 2000, and the applicable maintenance manual.
(2) If no seam weld is found along both the lower inboard and outboard wall/flange on the right and left horizontal stabilizer attachment reinforcement bracket during the inspection required in paragraph (d)(1) of this AD, replace with a new or airworthy P/N 1232624-1 horizontal stabilizer attachment reinforcement bracket.	Accomplish any necessary replacements prior to further flight after the inspection required by this AD, unless already accomplished.	In accordance with the Accomplishment Instructions in Cessna Service Bulletin SB00-55-03, dated August 28, 2000, and the applicable maintenance manual.

Action	Compliance Time	Procedures
(3) If the right and left horizontal stabilizer attachment reinforcement bracket has seam welds along both the lower inboard and outboard wall/flange, no further action is required.	Not applicable.	Not applicable.
(4) Do not install any P/N 1232624-1 horizontal stabilizer attachment reinforcement bracket (or FAA-approved equivalent part) unless the bracket: (i) is inspected as required in paragraph (d)(1) of this AD; and (ii) has seam welds along both the lower inboard and outboard wall/flange.	Not applicable	Not applicable.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Eual Conditt, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4128; facsimile: (316) 946-4407.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Cessna Service Bulletin SB00-55-03, dated August 28, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC .

(i) When does this amendment become effective? This amendment becomes effective on May 18, 2001.

FOR FURTHER INFORMATION CONTACT: Eual Conditt, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4128; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on April 20, 2001.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.